

Message Text

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ORIGIN EB-11

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AMEMBASSY MOSCOW

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E. O. 11652: N/ A

TAGS: ETRN, AREG, FR, UR

SUBJECT: CIVAIR - FRENCH CERTIFICATION OF YAK-40

REF : (A) PARIS 11367 (NOTAL) (B) BONN 6861, 5/16/72

BRUSSELS FOR FAA

1. RE PARA 2 REF A, USSR HAS NOT APPROACHED USG RE
CERTIFICATION OF YAK-40, SPECIFICALLY. HOWEVER, USSR
EMBASSY, WASHINGTON, IN DECEMBER 1970, FORMALLY PROPOSED
NEGOTIATION OF BILATERAL AIRWORTHINESS AGREEMENT PROVIDING
FOR MUTUAL RECOGNITION OF CERTIFICATES OF AIRWORTHINESS
FOR IMPORTED AIRCRAFT. SUCH AGREEMENT IS PREREQUI-
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SITE FOR SOVIET- MANUFACTURED AIRCRAFT TO BE SOLD TO U. S. OPERATORS. IN MAY 1971 U. S. DECLINED ENTER INTO NEGOTIATIONS FOR AIRWORTHINESS BILATERAL STATING WE SAW NO PROSPECT OF SUFFICIENT TRADE IN AIRCRAFT BETWEEN U. S AND USSR TO JUSTIFY EXTENSIVE TECHNICAL INVESTIGATION REQUIRED. AT TIME SOVIETS RAISED NEGOTIATION OF AIRWORTHINESS AGREEMENT, THEY WERE ENGAGED IN VIGOROUS CAMPAIGN TO SELL YAK-40 IN NON- COMMUNIST MARKETS AND HAD BEEN IN CONTACT SEVERAL U. S. FIRMS INTERESTED IN BEING U. S. AGENT FOR AIRCRAFT FOR WESTERN HEMISPHERE. IT EVIDENT THAT SOVIET DESIRE TO SELL YAK-40 BEHIND REQUEST FOR NEGOTIATION OF AIRWORTHINESS AGREEMENT.

2. SOVIETS HAVE NOT ATTEMPTED REOPEN ISSUE OF BILATERAL AIRWORTHINESS AGREEMENT BUT BOEING AND NORTH AMERICAN ROCKWELL HAVE SUBSEQUENTLY EXPLORED WITH SOVIETS FEASIBILITY OF IMPORTING/ SELLING AIRCRAFT IN U. S.

3. WE NOTE OBSERVATION IN PARA 1 REF A THAT SOVIETS UNABLE OBTAIN GERMAN CERTIFICATION. IT OUR UNDERSTANDING FROM REF B THAT FRG GRANTED TYPE CERTIFICATION FOR YAK-40 MAY 15, 1972. AIRCRAFT EQUIPPED WITH U. S. AVIONICS AND REQUIRED ALTERATIONS TO INTERIOR TO MEET GERMAN FLAMMABILITY STANDARDS AND CHANGES IN PASSENGER EMERGENCY EVACUATION EQUIPMENT. ROGERS

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